13 October 1967

MEMORANDUM FOR: Director of Central Intelligence

SUBJECT : PFIAB Discussion of OXCART Phase-out

- 1. This memorandum is for your information only.
- 2. The following points are considered appropriate for use in your meeting with PFIAB on the OXCART phase-out issue.
 - a. The OXCART vehicle has performed most effectively in thirteen missions over North Viet Nam and thus is a known, reliable reconnaissance capability.
 - b. It is difficult to make a one-to-one comparison between OXCART and the SR-71 since they were designed for two different missions. The SR-71 is a two-man aircraft built primarily for post strike reconnaissance purposes, whereas the OXCART was designed for the type of mission it is now flying.

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- e. The OXCART has an inherent altitude advantage over the SR-71 which is also a factor in its ability to survive over denied areas.
- 3. In addition to these technical factors you may wish to mention the difference in use of a military aircraft versus a civilian espionage aircraft, but I recognize this is an argument which is difficult to make and may not be desirable to raise. I do feel that the type of command control exercised over OXCART, specifically that it is literally controlled from Headquarters and not by a field commander, is important but of course it may be contended that such control could be exercised over the SR-71.

4. As to the financial situation, we have indicated that we could operate for the remainde	r of	
FY 1968 for an additional dollars. It may be well to note that we believe we could	Also,	25X1
per year, although that figure would	t vary	
somewhat year to year, depending on improvements we have just completed our first cut costing for	the	
three months extension discussed at EXCOM and by tightening our belts we think we can get by for	really	
something under The figure we are	_	
proposing to submit to		25X1

CARL E. DUCKETT
Deputy Director
for
Science and Technology

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